### IN THE RAILROAD WORLD

## ELECTRICAL UNSATISFACTORY

NGINES PROPELLED BY ELEC-TRICITY NOT A SUC-CESS

### HAVE NOT STOOD TEST

tives During Past Year Tell a Owiss Railroad Goes Back to Old Tie-No More Low Rates After wary 1, 1910-Increased Earn

Since the Santa Fe Railway has purchased their new Mallet compound notives at an expense of \$30,-000 each and since the announcement of their intentions to build more ensines has been made the question has ome up in railroad circles-when will destricity take the place of steam and when will the electrical locome tive be substituted for the steam power driven monsters of today?

The last reports from the motive power departments of the railroads ver the country show that during the last year the orders for steam locomotives were never so heavy. Orders of this country. and deliveries reaching up into the hundreds are made daily. The two only locomotive works in the country the American and the Baldwin-are making the greatest output in history and the roads that build their own locomotives are assembling them in a mighty rush.

Then, too, there has been an increased demand for the electrical loomotives-but they have all been in fic the fight against smoke and the expense of operation together with the cost in fuel is almost a minor matter when the time and the schedule and the speed of their trains is

An interesting item to railroad role in the private car conversation man on this division. has struck Las Vegas and is untangling some of the mysteries of the past that always arose when a new purchase of steam locomotives was made. The announcement has just been made that the Swiss railway administration has decided to go back to the use of steam locomotives on the bach-Wettingen railway after two rs trial of the electrical locomo-It was two years ago when first made their change from to electric and it was thought at time that the modern motive had changed its course—the locomotives were a thing of

it this Swiss railway has been up as an example by many of iern American railroads of to-

# ITCHED 12 YEARS

Suffered Terribly from Eczema which Made Hands and Feet Swell, Peel and Get Raw — Arms Affected, Too - Gave Up Hope of Cure.

## USED CUTICURA AND WAS QUICKLY CURED

#### BIES CURE Torturing.

Humors by

apance and operation. It was found hat it cost over \$1000 per mile more o operate their electrical locomotives the steam power. This was enough to in a chamois bag.

the roads in America and other na-tions it has developed that the elec-Conductor Hetzler of the Las Veric locomotive will be introduced onwhere long low tunnels occur. And untry—therefore the outlook for he experienced no trouble in making. lectricity in the United States looks

coal has to be imported at an immense for their steam locomotives is copsiderable more than in this country.

that country are most radically fav- great deal of unnecessary delay on because it was there he met the woorable to the propogation of electric- the minor lifts necessary many times ity are the best in the world and to clear a track. their disadvantages for steam are as these conditions is anything but en-which met at Indianapolis, went on or fourteen years was successively couraging to those who have looked record as being opposed to the brakeman, conductor, train dispatchforward to the use of electricity for passage of laws which unjustly er and roadmaster. In 1889 he jumped the operation of the ordinary railroads decrease the earnings of railroads.

#### RAILROAD NOTES-

Engineer Holmes has reported for duty after enjoying a few days of rest in the Meadow City.

Conductor J. V. Council is compelled to reatrest from the box cars for a few days on account of sick-

Fireman Clifford Trainer is again back at his old tricks at the fire box the east where the congestion of traf- on engine No. 1213 after being off for a short time.

Fireman G. S. Vogel has reported for duty on engine No. 1602 to which engine he was recently assigned for regular duty.

George J. Hesting is marked up on the "slow board" at the local shops men that has occupied the leading as a new man in the capacity of fire-

Brakeman H. M. Sweezy was off duty yesterday in the interest of the duties of the B. of R. T. lodge, of which he is an important officer.

Brakeman J. A. Lucas, who was formerly in the employ of the Santa Fe company, is visiting in the city from Winslow, Ariz., for a few days Fireman J. M. Sundt is quite ill at

his home on National avenue. Fire man Skyles will have charge of Fire man Sundt's run while he is

Brakeman John Young was taken out of the freight service yesterday and sent east as flagman on Conductor Fugate's crew in the passenger

Vegas division was sent east yester ago. The Southern Pacific operated Brakeman F. J. Volkers of the Las the main reason for the aboli-day on Conductor Leach's car, taking on 55 per cent of the gross earnings. The October gross earnings of the

who is off duty. train No. 39, the produce train into \$1,166,032, or 13 per cent and net inthis point yesterday, while Conductor come was \$3,278,864 an increase of far as Albuquerque,

artist out of this division in the al yard office yesterday.

petit jury for the past three weeks, has been discharged from that body and has returned to his duties.

petit jury for the past three weeks, Brakeman Sam North has reported for duty in the passenger service again and is right on the job as us-

Conductor Moye and crew had a been under the charge of Conductor McDonald but which train the federal law stopped at that point.

Conductor J. B. Crane has moved his household effects into No. 414 Washington street, where Mr. Crane and his family will locate permanent-Conductor Crane has just moved his family here from Raton.

Porter Shanks has resigned his position here with the Santa Fe, the vacancy being filled by Porter H. F. Carroll. It was reported a few days ago that Shanks had resigned, but It did not take effect until yesterday Conductor L. D. Leeper is able to duty again after being off for days nursing a badly mashed He reported yesterday and out yesterday afternoon in

Howard watch, which he is showing around among his friends with an air of "importance." Jack keeps the it did to pull their trains with new time piece carefully concealed rate and they would make money.

hange the policy. It was thought at | Fireman J. F. Jackson has taken a one time that the entire series of rail- few days' layoff to wrestle around have sway over 8,000 miles of railroad, oad systems in Switzerland would with a cinder which he accidently se electrified. But they are thinking got in his eye yesterday. Fireman Allen Carter will make more cinders is a graduate of the "school of hard As a result of the recent tests on fly until Fireman Jackson locates the knocks." "Hard work and plenty of

gas-Albuquerque division, was sent east yesterday in charge of a stock construction gang, building the Santa ly on lines with very heavy grades east yesterday in charge of a stock and dense traffic and on divisions train on account of the shortage of north end crews at this place. Conthe conditions in Switzerland are far ductor Hetzler left here under a sevnore favorable than in any other enteen-mile an hour schedule which

The rapid increase that has been made during the last few years in the Then there is another reason why size of engines has made pecessary the recent Switzerland failure is a an increased wrecker on all divisions there was brief, and shortly aftercriterion of future conditions in the where they were placed in service, ward he alighted from a freight train ralified work. In Switzerland the The new ones in service on the Santa at Carbondale, Ill., with 50 cents in Fe mountain division are equipped cost. This means that the fuel supply with both single and double night operator, freight hustler and a lines for use in lifting which will greatly facilitate that work, as the Then again the water conditions in old system of using lines caused a

The legislative representatives of prominent. Failure to succeed under the Brotherhood of Railway Trainmen, Denver, and during the next twelve A resolution to this effect was adopted. "We believe the interests of the railroads and the employes are mu- perintendent of the Rio Grande divitual, and the passage of any laws which would unjustly decrease the superintendent of the entire Santa earnings of the companies would tend also to decrease the earnings of the men," said Fred L. Feick, chairman of the board.

The salary advance of \$5 per the head of the Santa Fe Railway ing department, at Chicago, telegraph department, was entirely voluntary. No demands had been made by the telegraphers, who are unorganized and the increase was given by the company "in recognition of efficiency and to encourage loyalty," according to bulletins sent out announcing the increase in pay. The operators on the system who have charge of relay offices now average about \$85 per month, while wire chiefs receive about \$115 and managers \$125 a month. About 350 men will

benefit by the advance. October gross earnings of the Union Pacific railroad company, show an increase of \$1,214,576 or nearly 16 per cent over the figures for the corresponding month last year. The to tal was \$8,890,381. Operating expenses took less than 44 per cent of the gross income, an extraordinarily low rate. The net revenue increased \$660,-176, or 6 per cent. The Southern Pacific gross earnings for October were \$12,654,702, an increase of \$1,584,847. or 14 per cent, and net income was \$5,3585,516 an increase of \$1,387,346 or 35 per cent over those of a year Conductor Deubler had charge of road were \$9,444,348, an increase of C. E. Rainey handled the train as \$571,001 or 21 per cent. The operating expenses of the company amounted G. R. Trendley is a new brake club to 62 per cent of its gross income.

Western roads, through the Westfreight service, having been given a ern Passenger association, have place on the "hungry list" in the loc- served notice on the Chicago association of Commerce and the commer-Conductor T. V. Bryant who has cial associations of other large cities been serving as a member of the that no more reduced rates will be granted for merchants' meetings. The notice, sent out by Chairman Mac-Lead, informed the association that After being off duty, serving on the the Tailroads of the west and pre sumably those in the east had decided to abolish all reduced rates beginning January 1, 1910. The only possible exceptions to the new rule may be the rates which are granted for colonists, homeseekers and summer back up" to Ojita yesterday after tourists. All reduced rates for merchnoon to bring in a train which had ants' meetings, state fairs, conventions and gatherings of all kinds are to be discontinued. Such is the decision of the executime committee arrived at through orders direct from the executive officers of the various roads. This action was taken owing to the situation with respect to pass

> Elixin of Senna acts gently yet promptly on the bowels; cleanses the system effectually: ssists one in overcoming abitual constipation permanently. To get it's beneficial ects.always buy the genuine,

CALIFORNIA FIG SYRUP CO.

rates for any occasion inasmuch as the state legislatures which passed 2cent passenger laws told the railroads to stick to two cents as a minimum

Henry U. Mudge, who, as president of the Rock Island system, will now reaching from Chicago to Denver and from St. Paul to the Gulf of Mexico, it" has been his motto throughout his railroad experience. His first railroad job was as water boy for his fathers' Fe westward at Larned, Kansas. He was then a little over 14 years of age, having been born at Minden, ip the state of Michigan, in 1856. In June, 1872, he became night operator at Peace, a now unmarked and forgotten spot on the Santa Fe west of Hutchinson, Kansas. His stay his pocket and assumed the duties of general factotum at \$50 a month. He stayed at Carbondale for three years, the time probably being prolonged man who afterward became Mrs. Mudge, Leaving Carbondale, he became a baggageman on the run into from roadmaster to transmaster at San Marcial, then became assistant superintendent of a division, and susion. In 1896 was promoted to general Fe system, with headquarters at Topeka. He was appointed general manager of the Santa Fe in January, 1900, and five years later left the road to become second vice-president of the month for operators announced by Rock Island, in charge of the operat-

#### NEW ABSTRACT AGENCY

FORMED AT SANTA FE Santa Fe, N. M., Dec. 4.-Incorporaion papers were filed yesterday in the office of Territorial Secretary Nathan Jaffa by the Santa Fe Abstract, Realty and Insurance company agency with headquarters in Santa Fe. A. B. Renehan is named as the New Mexico agent. The capitalization is \$15,000, divided into 150 shares. The any will commence business with \$10,000. The mcorporators and directors are: A. B. Renehan, 44 shares, E. P. Davies 44 shares, George M. Kinsell 7 shares, Paul Butt, 5 shares. can convince him she didn't.

# enger rates in the west. The railroad officials believe that they are not warranted in making reduced rates for any operation inasmuch as the state legislatures which passed 2-



#### Robust and Strong-Splendid Appetite.

Mrs. E. West, 187 Main St., Menasha, Wis., writes: We have used Peruna in our family for a number of years and when my that it is a fine medicine for catarrh and colds, I know what I am talking

"I have taken it every Spring and Fall for four years, and I find that it keeps me robust, strong, with splendid appetite, and free from any illness.

"A few years ago it cured me of catarrh of the stomach, which the doctors had pronounced incurable.

"I am very much pleased with Peruna."

#### Bowels and Stomach. Miss Mary Jones, 7918 Reynolds Ave.,

Chicago, Ill., writes:

"I can recommend Peruna as a good medicine for chronic catarrh of the bowels and stomach. I have been troubled severely with it for over three years. of the internal organs for more than a "One year ago I began to take Peruna, the wonderful tonic for women, and I any benefit. noticed a wonderful improvement at once, I took six bottles in succession and trial, and the first bottle proved a god-

"Words cannot express my praise for your tonic. I weighed only ninety pounds before taking Peruns, now one

#### Catarrh of Internal Organs. Mrs. B. H. Jackson, R. F. D. 5, Newman, Ga., writes: "I have had catarrh year. I tried other medicines without

I always have it on hand to take some send, and after taking ten bottles I have now and then when my cough is bad. received a permanent cure."

A man's own faults never reconcile

Ask Your Druggist for a Free Peruna Almanac for 1910.

A girl likes to fool a man so she

New Mexico's Largest, Most

Modern Store

# Agents BUTTERICK PATTERNS

him to anybody else's.

# Cold Weather Necessities

## Outing Flannel Goods

Children's Outing Flan made from good q	nnel Gowns, well and neatly uality of flannel
Ladies' Outing Flanne nicely trimmed wi	el Gowns, full sizes, good colors, ith braid
Ladies' Outing Flanne collars and cuffs o	of Gowns, trimmed with braid, and having f contrasting colors, good weight
Ladies' Outing Flanne	el Gowns, well made from an extra an exceptional value
Ladies' Outing Flanne	el Skirts, knee length, in a variety erns, heavy quality

### Ladies' Sweaters

\$3.00 and \$3.50 Sweaters, \$4.00 to \$5.00 Sweaters, \$3.50 \$6.00 to \$7.00 Sweaters, \$8.00 to \$8.50 Sweaters,

Infants' Knit Goods A large and attractive line of Infanta' knit Sacques in white, blue and pink, at 35c, 60, 65c, \$1.00, \$1.25.

Rosenwald's

# Santa Claus

arrived in his gasless baloon—made a safe an-chorage on the roof— took posession of Toy-land—and says to every boy and girl, "Meet me at

#### **Knit Skirts** Ladies' Knit Skirts, knee length, in all desirable colors, at special

35c Skirts, for 75c Skirts, for. \$1.00 Skirts, for \$1.25 Skirts, for a \$1.50 Skirts, for ...

#### Infants' Bootees

60c

75e

\$1.00

81.15

in a large and varied assortment of styles, qualities and colors at 10c, 15c, 20c, 25c, 35c, and 50c.

## Dress Goods

52-inch Chiffon Broadcloth, an unusually pretty fabric in all the desirable colors, worth \$2.50 per yard, for only

52-inch Broadcloth in all the staple colors, a very pretty and serviceable cloth, worth \$1.25 per

56-inch Ladies' Cloth, or light weight Broadcloth in the staple shades, suitable for suits or dresses worth 750 yard, only...

36-inch Batiste all the popular colors and a very desirable fabric, worth 75c yard, only ......... 59c

86-inch Prunella Cloth in the new Fall shades one of the most popular cloths of the season, worth \$1.00 per yard, only .....

36-inch Serge and Panama cloth, in all staple colors, both one and two color effects, worth 65c per yard, only ...